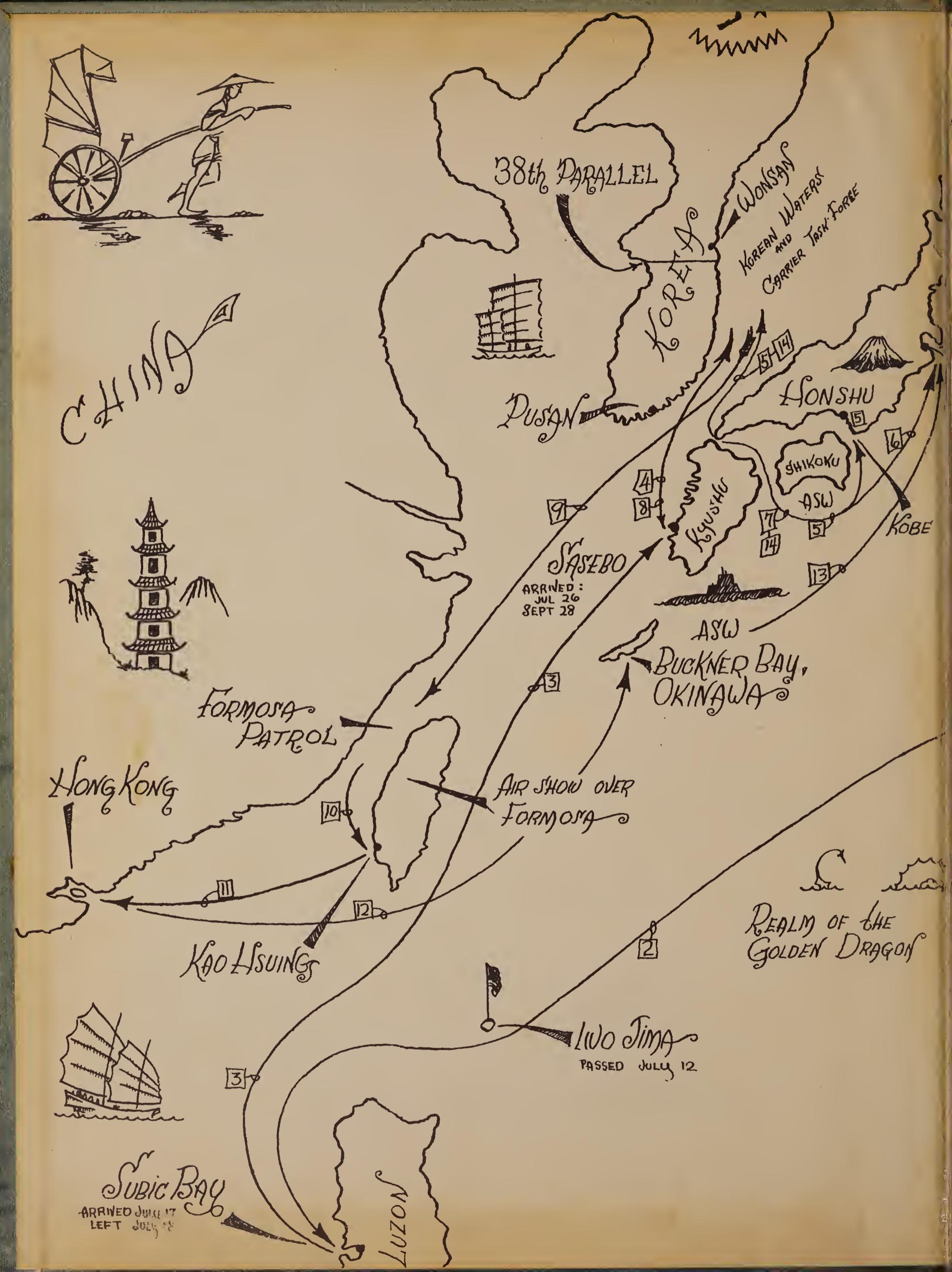
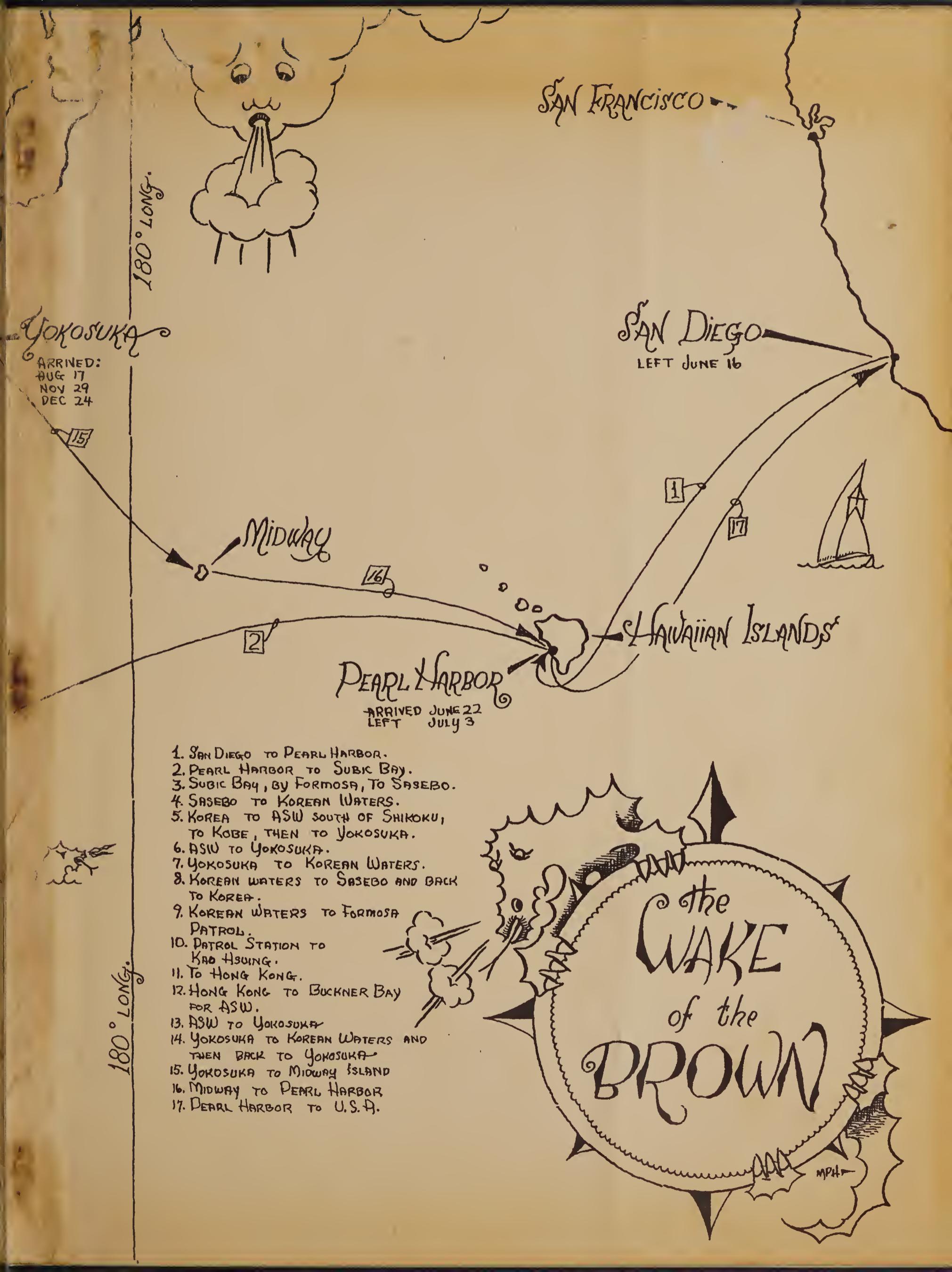


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THE
of the
WAKE
BROWN



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Advisor

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H. O. Bacon
Business Manager

Ens. D.D. Bentley, D.L. Cummings, G.L. Bailey; and those members of the crew who generously donated photographs for the committee's use.

DEDICATION

Only the close cooperation and willingness of all hands has made this second tour of duty in Korea a successful one. Therefore, it is to the sense of duty, the high spirit, and fine teamwork of the officers and men of the U.S.S. Brown, that this book is dedicated.



COMMANDER GEORGE A. HAYES

Commander George A. Hayes entered the U.S. Navy in July 1940. Previously he had attended New York and Cornell Universities. At present he holds eight campaign ribbons and seven battle stars. In 1942, Commander Hayes played a part in the famous "Tokyo raid" when he was aboard the U.S.S. Hornet from which General Jimmy Doolittle launched the first bombing attack on the Japanese homeland. Other campaigns in which he served were the Bougainville invasion, New Guinea, Hollandia, and Biak. Since May 1950, he has completed three tours in the Korean theatre. In Commander Hayes, the Brown has a Captain well schooled in destroyer operations. He has served as executive and commanding officer on four destroyers and destroyer escorts. This experience was fundamental in bringing our ship successfully through her second tour in Korea.

LIEUTENANT COMMANDER JOHN H. NEWTON JR.



During Lieutenant Commander John H. Newton Jr.'s twelve years in the Naval Service, he has served on thirteen different ships and stations. When the war broke out in 1941, he was engineering officer aboard the Cruiser Honolulu. After eighteen months aboard, Mr. Newton was transferred to San Francisco Naval Shipyard to serve in the planning department. A year later, however, orders sent him to the Battleship Missouri and he spent the remainder of the war serving in various ships of the Pacific Fleet. His post war duties consisted of assignments to various training commands and Naval Shipyards until reporting to the U.S.S. McDermott as Executive officer. Since September 1951, Mr. Newton has been the Brown's executive officer. His abilities have helped the Brown maintain high standards in our Fleet.

OFFICERS



FRONT ROW-LEFT TO RIGHT:

Lt. R. L. Carmon, Lt. R. L. Bevier,
Lcdr. J. H. Newton, Cdr. G. A. Hayes
Lt. R. E. Adamson, Lt. J. H. Meyer, Lt. R.
L. Nelson. SECOND ROW-LEFT TO RIGHT: Ltjg.
W. Gombash, Ens. W. A. Hintzen, Ltjg. P. L. Skolaut,
Ltjg. F. M. Urban, Ltjg. H. P. Llewellyn, Ltjg. C. D. Delaittre,
Ltjg. C. E. Beiser, Ens. H. Fichtner.



CHIEFS



FRONT ROW-LEFT TO RIGHT: H.J.
Bailey HMC, E.L. Crawford CSC. L.
Roverano RDC, W.A. Reid MMC. 2ND.
ROW-LEFT TO RIGHT: L.G. Jackley MMC,
G. Good QMC, H.T. Nugent BTC, W.R. Cork-
hill BTC, R.L. Garrison FTC. W.D. Mason GMC,
R.V. Leuck MMC, J.R. Canine BMC.



“S” DIVISION



FRONT ROW, LEFT TO RIGHT.

H. J. Bailey, Lt. jg C. D. DeLaittre, D. L. Crawford,
2ND ROW, LEFT TO RIGHT.

D. Dixon, H. O. Bacon, G. C. Eaton, R. L. Tarkenton,
G. W. Gochenour, G. T. Godwin, R. M. Aaberg, E. L.
Kilhafner

3RD ROW, LEFT TO RIGHT.

V. R. Brooks, R. E. Alexander, K. M. Sparks, J. N. Homa,
A. L. Johnson, R. F. Vidlack, J. E. Gordon, H. M. Brewer, D. J.
Iverson





FRONT ROW, LEFT TO RIGHT.

G. R. Edwards, Ens. R. L. Scholl, Lt. R. L. Bevier, R. L. Garrison, J. W. Kendricks.

2ND ROW, LEFT TO RIGHT.

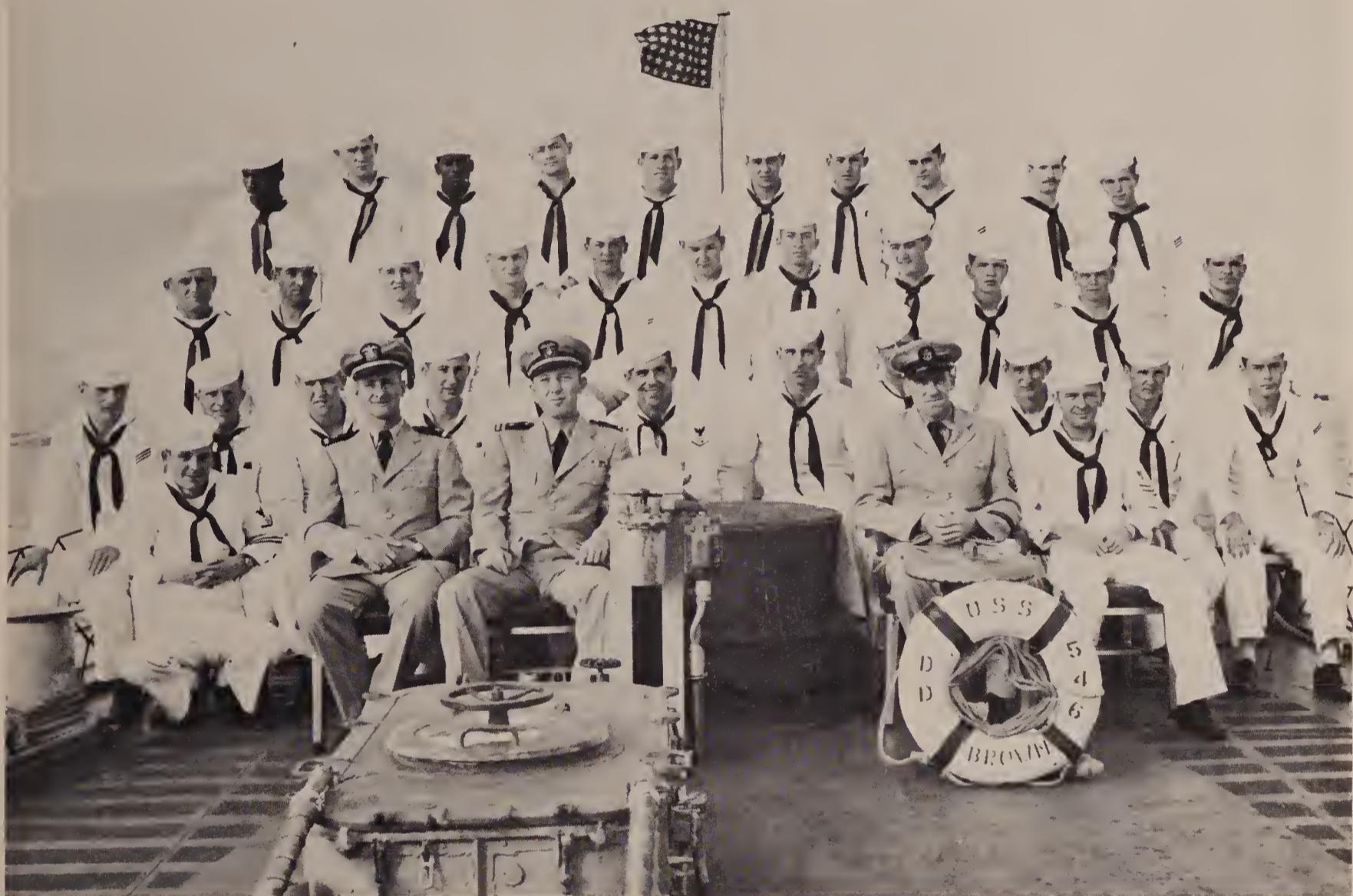
A. M. Cloer, D. L. Crumley, L. R. Williams, H. C. Wright, T. M. Twiss, R. W. Orzechowski, L. E. Quest, G. M. Cash, F. D. Hanson, A. L. Messick

3RD ROW, LEFT TO RIGHT.

E. E. Mediger, R. D. Duckworth, J. E. Hunt, R. S. Young, L. Frank, J. S. Mallicote, J. L. Johnson, J. L. Perry, E. J. Cutburth, D. N. Babb, R. L. Wright

4TH ROW, LEFT TO RIGHT.

C. B. Brown, R. L. Oakley, E. G. Conrad, E. E. Elverud, D. D. Martin, A. D. Woodall, T. R. Lazalde, P. Christoff, G. C. Whitman, B. J. Harris



“1ST” DIVISION

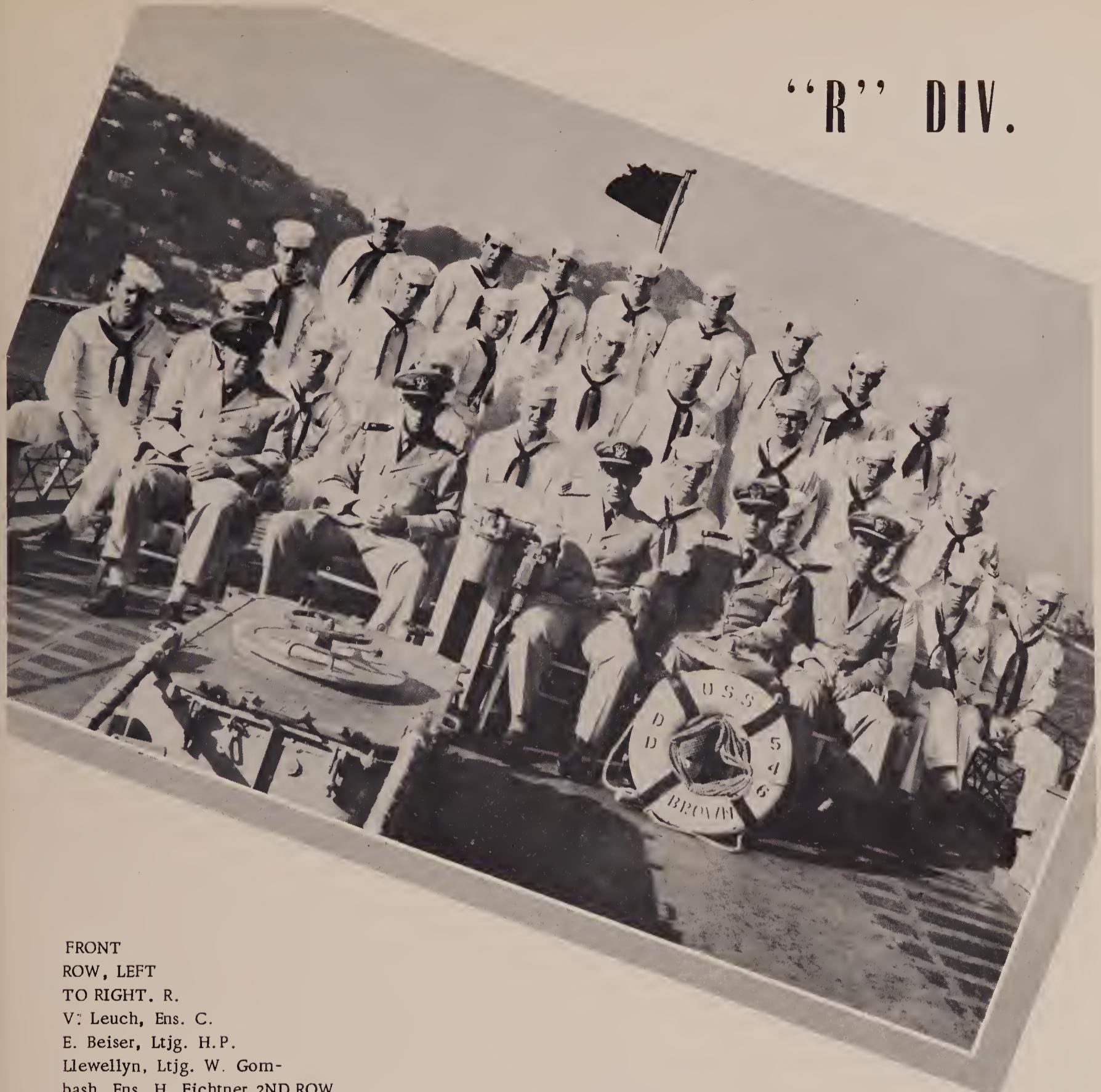
“E” DIV.



FRONT
ROW-LEFT
TO RIGHT: J. I.
Claunch, L. G.
Jackley, Ltjg. C. E.
Beiser, Ltjg. H. P. Llewellyn, W. A. Reid, H. T. Nugent. 2ND ROW-LEFT TO RIGHT:
C. H. Jordan, R. E. Poetker, M. R. Mullins, O. J. Martin, R. L. Sutton, C. Beaudry, M. L. Darnell, G. Hale, F. B. Grove. 3RD ROW-LEFT TO RIGHT: R. R. Lampman, J. R. Turner, W. D. Day, G. W. Frase, R. W. Putnam, J. P. Van de Vyvere, R. A. wes, R. W. Blue. 4TH ROW-LEFT TO RIGHT: R. C. Ellis, A. W. Van Wyen, K. A. Snyder, W. C. Tedder, R. M. Gragg, A. F. Henneger, D. R. Makovicka, W. A. Inks, J. L. Frantz, E. J. Savarese, C. H. Anderson.



"R" DIV.



FRONT

ROW, LEFT

TO RIGHT. R.

V. Leuch, Ens. C.

E. Beiser, Ltjg. H.P.

Llewellyn, Ltjg. W. Gom-

bash, Ens. H. Fichtner 2ND ROW,

LEFT TO RIGHT. C.M. Price, J.D. Brown,

C.R. Weaver, W.D. Smith, N.A. Moore, C.J.

Shifflet, R.J. Rich, B.L. Strickland, D.C. Buchholtz

3RD. ROW, LEFT TO RIGHT. W.S. Goedicke, W.D. Day,

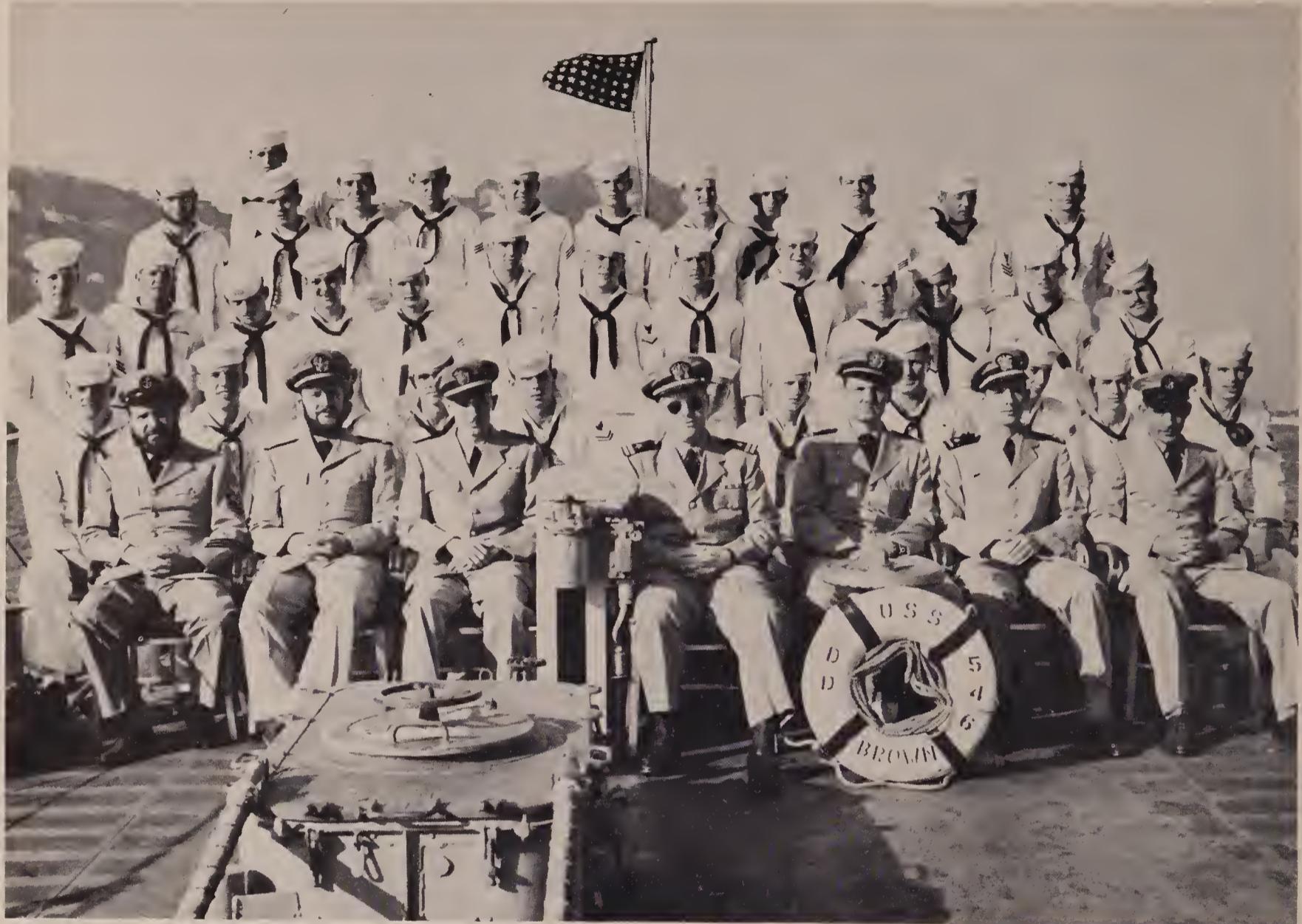
W.C. Regan, R.J. Riddlestine, R.B. Catmull, J.L. Smith, H.W.

Forbes, W.W. Haydon, 4TH ROW, LEFT TO RIGHT. H.C. Menninger,

D.E. Dick, R.A. Blair, W.P. Seid, R.E. Delp, E.O. Barrett, J.L. Teal,

T.J. Fuller.





“O” & “C” DIVISIONS

FRONT ROW, LEFT TO RIGHT.

L. Roverano, Ltjg. F.M. Urban, Lt. R.L. Carmon, Lt. R.E. Adamson, Lt. R.L. Nelson, Ens. D.K. Wilson, C. Good.

2ND ROW, LEFT TO RIGHT.

W.R. Sessions, S.G. Wright, A.N. Jackson, A.B. Keutzer, R.H. Sawyer, B. Roberts, W.W. Van Dolsen, C.F. Allen, M.J. McPherson, D.B. Woods

3RD ROW, LEFT TO RIGHT.

E.L. Laux, G.J. McNatt, M.L. Berg, R.W. Ruggles, J.H. Riggs, C.W. Shotwell, M.P. Harvey, J.W. Lewis, R.W. King, E.J. Knutsen, H.J. Bell, J.O. Johnson, J.D. Bennett

4TH ROW, LEFT TO RIGHT.

W.R. Beaumont, C.D. Sallach, T. Adams, N.E. Miller, C.J. Napp, J.R. Angus, R.D. Walker, J.C. Follett, N.W. Kelly, E. Luck, H. Frank, W.G. Burns.



FRONT ROW, LEFT TO RIGHT.

R.G. Burnette, Ens. W. O. Hintzen, Lt. J.H. Meyer, Lt. R.L. Bevier,
Ltjg. P.L. Skolaut, A.F. Coffman.

2ND ROW, LEFT TO RIGHT.

B.E. Huff, B. Bacon, R.W. Harper, M. Cole, H.W. Kleyweg, L.M. Schoppe,
A.J. Jochim, J.A. Rubendall, D.L. Cardin, W.W. Parish

3RD. ROW, LEFT TO RIGHT.

C.R. Stewart, M.H. Coleman, W.L. Barven, W.G. Wilcher

4TH ROW, LEFT TO RIGHT.

L.C. Vandewarker, L.D. Turner, J.L. Davis, L.R. Jennings, A.J. Middleton,
C.W. McCarter, D.L. Richey, D. Roma, J.L. Bell, K.L. Bramblett, L.J.
Fifield, A.L. Stevens, L.A. Sparks, C.E. Johnson, A.J. Stillwell, C.D. Uden-
berg, A.J. Zerr.

5TH ROW, LEFT TO RIGHT.

C. Weatherford, D.W. Bird, R.M. Chauncey, R.P. Seay, J.W. Perry, C.R.
Fry, W.O. Moss, E.L. Kepes, J.C. Oakley, C.W. Council, E.C. Mangum

6TH ROW, LEFT TO RIGHT.

E.A. Jack, R.A. Adams, W.P. Miller, R. Renfrou, C.M. Smith, L.E. Gill,
B. Swindell.



“2ND” DIVISION



THIS IS OUR STORY



On a warm sunny morning of June 16th, the U.S.S. Brown DD546 departed from San Diego harbor; commencing a mission to be completed some six months and fifty thousand miles later. This date originated the Brown's second departure for duty in the orient since recommissioning.

All hands showed a feeling of confidence derived from the knowledge that the ship was in tip top condition. This was due to extensive work accomplished by Long Beach Naval Shipyard in a three month overhaul. During this period many new electronic improvements, some of the latest in design, placed the Brown high in the Navy's standard of destroyer capabilities. A feature in streamlining was the installation of a tripod mast; the first built by the shipyard.

Six months underway training followed under the guidance of Commander E.H. Dimpfel who commanded the ship until shortly before departure. On June 10th, Commander Dimpfel relinquished command to Commander G.A. Hayes in a formal "Change of Command" ceremony.

With a new skipper, we set sail for the land of the hula skirts in the company of the U.S. aircraft carrier Essex, and the three other "cans" of Destroyer Division 132.

Six days later, our small task element slipped into Pearl Harbor. Hawaii's world reknowned beaches and entertainment were greeted with much fervor. Although relaxation and enjoyment were the keynote, the crew was well occupied readying the ship for the war zone. During the eleven day stay, the sonar sound projector was discovered smashed; necessitating drydocking. The work was accomplished quickly, however, and repairs were made without delay in our schedule.

Our Hawaiian holiday terminated on July 3rd as our group left for Yokosuka, Japan. To our surprise, however, orders were changed shortly after leaving sending us to Subic Bay, Phillipine Islands, on a special assignment.



After two days at sea, the elements began to work. The force encountered a tropical storm which roughed the "DD'S" considerably, although the "CVA" was hardly aware of the destroyers or storm. In fact, one "airdale" was overheard to shout while the Brown was alongside, "Shove off coxwain, your boat's loaded!"

The storm was highlighted by a 47 degree roll causing damage to twenty five feet of the port railing; which was mild compared to the chaos created in the crew's dining lounge. Also of note was the lack of fresh water on this leg of the journey; many bathless days resulted.

Nevertheless, on July 17th Subic Bay greeted us. Despite the heat, many enjoyed "San Miguel's" abundant hospitality.

The next morning brought farewell to the Phillipines as we left to carry out our special assignment. By now our force had swelled to eight destroyers and two carriers. We had joined the Phillipine Sea, another of our CV class carriers, and were proceeding to the Formosa Straits. The object, an air demonstration for the Chief of Naval Operations to impress the chinese Nationalist leaders, whom he was conferring, that our Naval Air Force is a vital and powerful link in Formosa's defense.

After receiving a well done from the "Chief", our divison set course for Sasebo, Japan, one of our Fleet Support Centers in Southern Japan.

The lines were over and secured on July 26th for a 48 hour stay to allow provisioning and refueling. Leaving Sasebo on July 28th, we proceeded to our next destination; the front lines on the East Coast of Korea.

At the "bombline" our primary purpose was to assist the advancement of ground forces by utilizing shore fire spotters.

Six days of bombardment showed the effectiveness of our five inch batter while blasting targets near Wonsan and Kosong. A challenge by two of the enemy's seventy-six millimeter guns proved ineffective. In short order, counterbattery fire was silenced by our observant fire control team. This was the initial skirmish with the "Red" forces in Korea on our second cruise.

As the third of August rolled around, our relief arrived and DesDIV 132 headed for Southern Japan for anti-submarine war games. A break in asw operations on the weekend of August 9th and 10th provided an opportunity to enter Kobe, Japan.

The two major Japanese cities of Kobe and Osaka proved excellent for liberty, having many variations in recreation and souvenir hunting.

With our anti-submarine warfare completed, we setsail for Yokosuka, Japan; anixiously awaiting two weeks liberty. On arrival, we joined the nest of the U.S.S. Bryce Canyon, a large U.S. repair ship who assisted us with our upkeep.

While here, many of the facilities such as Navy Exchange, swimming pool, tennis courts, theatre, clubs, and athletic fields, were utilized. Much competition was given these activities by the interest taken in bargaining with the Japanese shopkeepers.





Two incidents of a curious nature occurred here. The Brown "poking" in close to the beach when a lookout spotted a small sampan drifting near the shore. A closer look showed many people in the boat frantically waving white flags. Captain Hayes called away the boarding party which set out in the motor-whaleboat to ascertain the intentions of the strange occupants of the craft. Further observation determined that these ill clothed, half frozen people were fleeing to South Korea and freedom. Ensign Oh Hjoong Won, our South Korean Naval Liaison Officer, spoke to the leader and discovered the entire group of thirty-eight people were all of the same family; an old couple and their descendants of three generations.



While effecting the transfer, both ships were necessarily dead in the water. Being very close to shore we presented a fine target. If the enemy had intentions of unlimbering their guns, they soon changed their minds, for commencing to circle us as our screen was the unmatchable U.S.S. Iowa. The operation was completed without mishap; another example of Navy teamwork at its best.

September 1st came only too soon. We were ordered to join the screen of fast carrier Task Force 77, operating in the Sea of Japan.

This screening operation was highlighted by a bombardment mission with the battleship U.S.S. Iowa, one of our heaviest dreadnaughts. This was quoted as a fast "hit-run" raid which inflicted considerable damage to enemy coastal rail lines and fortifications.



Captain Hayes offered these refugees aid in reaching South Korea. When brought aboard, they were fed their first meal in many hours; their only provisions being one apple clutched possessively by a small child.

All ties with their former world were severed when their boat was destroyed; this had to be done to prevent their abandoned craft from becoming a navigational hazard. The forty millimeter gun crew found it a very "able" target. Later, they were transferred to the appropriately named, H.M.S. Charity, a British destroyer, which was to carry them to a South Korean port.



On September 28th, our task force assignment finished, we again returned to Sasebo. Three days later the Commodore received a special dispatch ordering us back to "77". A "round the clock" work schedule was set up to complete repair work essential for battle efficiency. The Bryce Canyon's efforts were again helpful and the deadline found us fully prepared to do battle.

Our October trip to "77" involved a most interesting mission. We were selected to participate in a mass amphibious demonstration at Kojo, Korea.

Arriving on the scene several days prior to D-Day, we shelled predetermined targets in a softening up operation. Counter-battery fire was experienced again with nil effects to the Brown. The USS Perkins and a minesweep were not as fortunate however, as they both took hits which caused loss of life.

Dawn on D-Day saw a large assemblage of naval vessels ranging in size from amphibs and minesweepers to such heavies as the U.S. S. Iowa, the Toledo, and the Helena, arrayed along the coast. Aircraft carriers much further out from shore launched their strikes which pounded the beaches and hills with tons of high explosive bombs and rockets. Due to rough weather, landing craft were delayed five hours. Finally, at 1400, the operation got underway. Under the cover of heavy supporting fire the landing craft maneuvered to within a few hundred yards of the beach, then they reversed course and headed back to their mother ships. Undoubtedly the Reds were surprised by this reversal, since the preliminaries were completely realistic in indicating a major landing was taking place. After the smoke had cleared and our units had retired, Admiral Clark, commander of the Seventh Fleet, gave a "well done" to all participating.

Worthy of mention also, was the appearance of four Russian built Mig aircraft which surveyed us from the healthy altitude of nearly forty thousand feet. They did not attempt to come within range of our eagerly waiting five inch anti-aircraft battery.

Several weeks later on October 26th, the division left the Korean area to take up previously assigned patrol duty in the Formosa Straits. We assumed patrol after an uneventful trip to the Straits. The two weeks we spent on patrol were characterized by the consistently rough seas we had to put up with. We were "rocking and rollin" constantly except for the few hours we spent in the Formosan port of Kaohsiung on two occasions.

We were relieved from patrol on November 10th, and on the 11th with refueling completed at Kaohsiung, we proceeded to Hong Kong

The morning of the 12th found us entering the famous British Crown Colony on China's south coast. Victoria, a city of foreign intrigue and oriental splendor, was one of the higher points of interest on the island. The entire colony was very impressing with its blending of modern Western culture and ancient Chinese custom. Upon arrival, the harbor became a beehive of small "bum-boats" carrying merchants and their wares. They all converged on our ship, it seemed, and there was a mad scrambling among the merchants to try to be the first one aboard. We eventually resorted to the use of firehoses and clubs to control the surging, shouting mob.





In the maddening battle of competition that followed, some 60 Chinese merchants were authorized to come aboard to display and sell wares. Thus commenced operation "sellout" in which nearly everything except the ship itself was bought and sold. The merchants sold everything from Coca-Cola to tailor made suits; needless to say the Brown crew will be the best dressed sailors on the beach upon arrival stateside. The crew shortly took to bargaining after the merchants were found to have a very pliable prices. Many enjoyed dealing with the Chinese if not purely for the pleasure of gyping that last ten cents by argument, pleading and threatening if necessary.

Thus our three day spending "orgy" began, and many thousands of dollars changed hands in purchases of suits, shoes, yardage material (silks, cashmere, gabardine, etc.), uniforms, rugs, knick knacks, jewelry, and much more than space will permit. The low competitive price of these goods were very attractive it seems.

Of interest also, is the guided tour of Hong Kong Island offered by one of the local companies. Many spent a day on the sightseeing tour around the colony. The trip ended with a seven course dinner at the Leda Hotel, on Repulse Bay. This alone was worth the venture. The principal city, Victoria offered the most interest. There are many fine restaurants, hotels, banks, shops, and department stores. A peak directly behind the city provides a breathtaking view, and is mountable by a special tram cable car. Once at the top, the city of Victoria spreads below along with the harbor and city of Kowloon across the

harbor on the Chinese mainland. Here also, was the ideal place for photographers to record for themselves an ideal scene.

Since all good things come to an end eventually, we once again set sail on Saturday November 15th, and left behind a memory of many experiences. Our destination, Buckner Bay, Okinawa, was reached on Monday two weeks later. After fueling, we settled down for the evening and liberty was granted.

The next morning we hoisted anchor for a week of submarine war games. Shortly after, a typhoon warning was received involving us. For nearly a week the typhoon chased the small task force we were part of, around the ocean until once again we arrived at Okinawa on the 22nd of November. Our schedule upset by the typhoon, the carrier "Bataan" and eight destroyers including the Brown left the next day to cram the remaining schedule into five days.



On the 27th, the division arrived at Yokosuka to complete a rigorous repair schedule prior to departure for Task Force 77 again. This portside venture was spotlighted by a ship's party in a Japanese cabaret restaurant where all hands made merry dancing and dining.

Rest camp tours were sent to interesting resort spots in the Mount Fuji recreation area. Sea stories flowed like wine as the vactioners returned with their many interesting tales.

After a week of preparation, the division departed Yokosuka for northern Korean waters to rendezvous with Task Force 77 for the last time this year. Our two week stay with "77" sped by uneventfully.

Fortunate timing brought our return to Yokosuka on December 24th, Christmas Eve. We were to spend three days in port. The holiday season in Japan proved far from satisfying to most of the crew, but a well decorated Christmas tree and a wonderful holiday dinner helped tremendously in keeping the Christmas spirit high in all our hearts. Joy was expressed by everyone on December 27th, when, with majestic Mount Fuji in the background, we waved good-by to Japan.

Proceeding to Midway Island, we arrived New Year's Day, 1953. Here on this remote coral atoll in mid-Pacific waters we saw the famed Gooney Bird. We all experienced quite a laugh at the strange antics of these seemingly tame birds. It was observed that they had much difficulty in taking off and landing, though once airborne they were as capable fliers as their sea gull friends.

Our short stop at Midway was followed by a full power run with all the ships of DesDiv 132 participating. Top speed was sustained for several hours. As was expected, the Brown outdistanced the rest of the division, though the U.S.S. Harry E. Hubbard gave very good chase. After comparing notes and summing up of readings however, we realized that our victory would have to be catalogued as a moral one. Statistics showed that we had exceeded our allowable limits of fuel and feed water in order to make our maximum power.

And finally, with all minds full of thoughts of "Home" and the States, we bring our story to a close. The wake of the Brown proceeded on to Pearl Harbor for a two day stay and thence on to San Diego, California, U. S. A.

With Point Loma hoving into view, the second successful Korean cruise of the U.S.S. Brown has terminated.

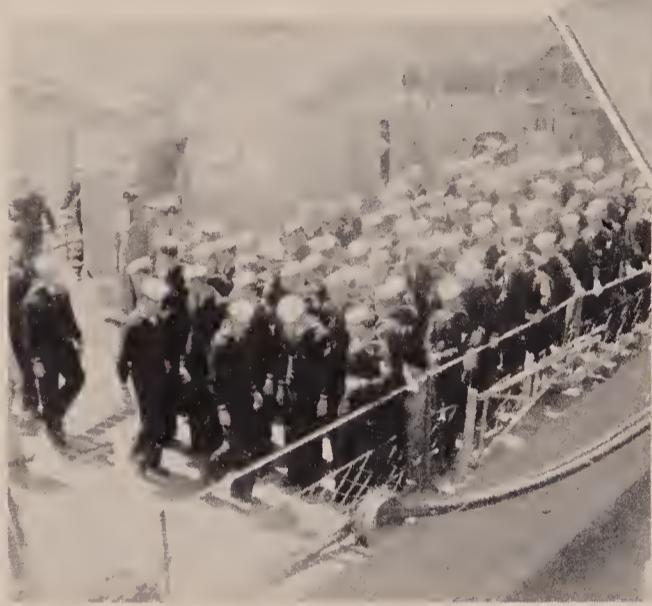
A new chapter is begun as the men go off to schools and well deserved leaves; happy to be home, but proud of the job they have done.



CHANGING



Commander E.H. Dimpfel



Falling in



Farewell address

Master of ceremonies



COMMAND



Awaiting the new skipper



Commander G.A. Hayes

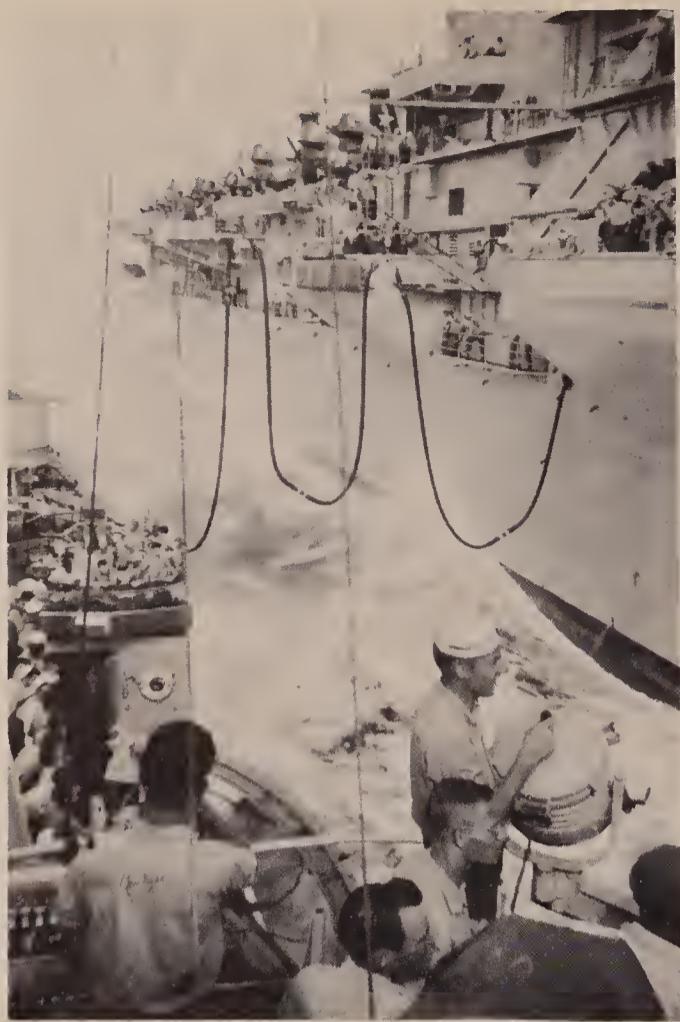
Accepting command



Welcome aboard



HAWAIIAN HOLIDAY



Stopping at the corner
gas station between San
Diego and Pearl Harbor



Hawaii's famous Diamond Head



A place
in the sun



Muscle Beach Waikiki style



Aquatic wonderland



Brown in dry dock due to smashed sonar dome. Floating dry dock proved to be rather close quarters, but by removing everything except the galley stove, we managed to scrape in.

Before and after dry-docking the ships a-bundant supply of ammo had to be taken off, and brought aboard. Many strained backs and sore muscles resulted.



High and dry



Astride the eggbeater

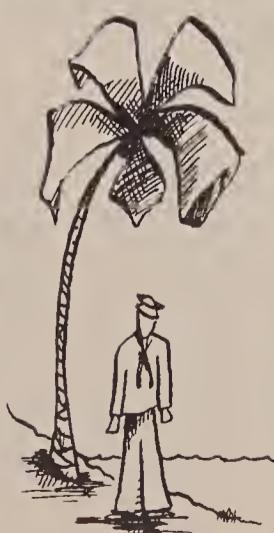


At the ship's party



A good time

Was had by all





Enroute to Subic Bay



Brief reprieve



Lower away

Hot showerless days. Ugh!

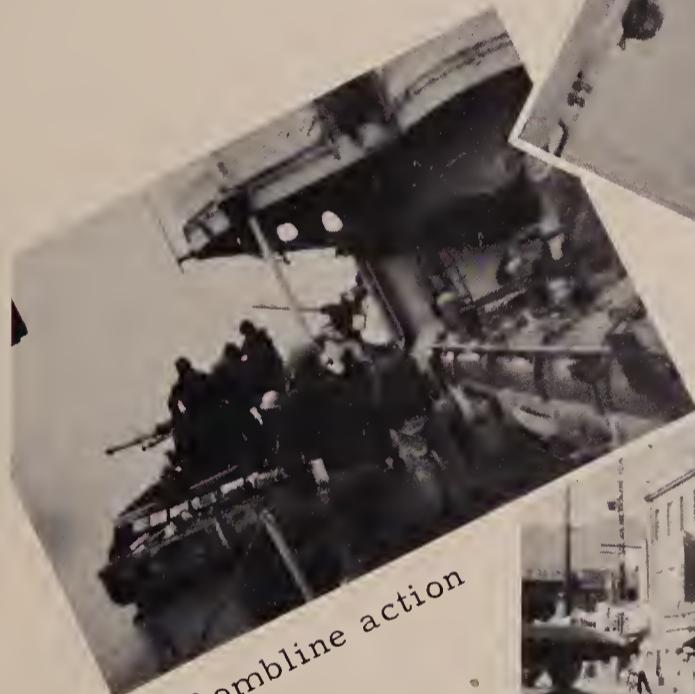




Working with the Phillipine
Sea prior to her departure
for the United States.



Liberty in Sasebo



Bombline action



Shops in Kobe



Korean Navy



One of the many
colorful oriental
streets



Dawn bombardment

The big "I"



Aftermath

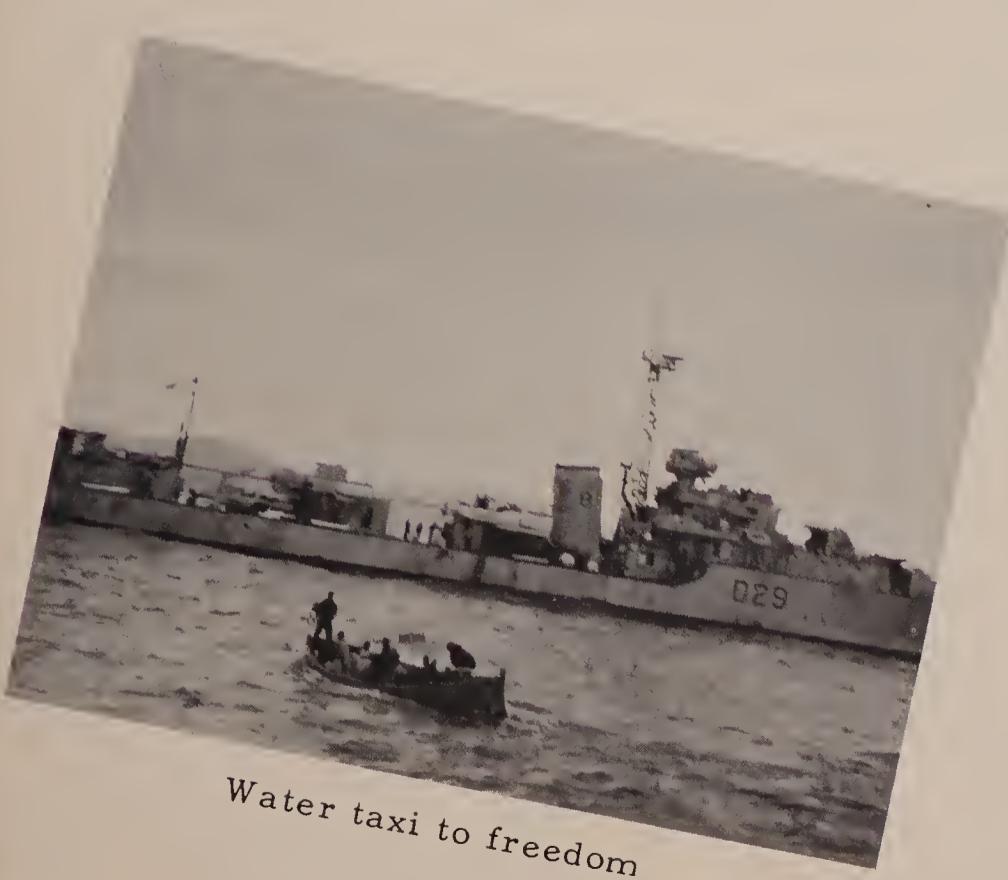




For the first time the men of the Brown were given a chance to actually see the type of people we're fighting in Korea. The sight was not pretty one, however, because the people we saw were not fighting men, but homeless refugees in flight to freedom.



From whence they came



Water taxi to freedom





Gateway to KaoHsiung, Formosa



More rough weather; Formosa patrol



U.S. merchant ship
bringing supplies to
the Nationalist Chinese
in Formosa.



Expectant mer-
chants, Hong Kong





Dignified guest

Once having seen Hong Kong, one can never forget it, because the oriental beauty and majestic charm is truly captivating.



Artistic oriental beauty



Doubledeckers



Center of attraction



Hongkong--the pearl of the Orient





Off the beaten track

Hongkong Colony is divided into two districts; Northern, with the capital at Taipe, and Southern, with the capital of Victoria. About 80% of the now refugee flooded four million population of the Colony lives on Hongkong Island which is only 9 miles long, 2 to 5 1/2 miles wide, and 32 square miles in area. 30,000 ships visit Honkong Harbor every year, making it a great center of world commerce in the Far East.









U.S.S. Delta

Tugboat, Lao Hsuing, Formosa



U.S.S. Walke



U.S.S. Delta

Tugboat, Lao Hsuing, Formosa



U.S.S. Duncan

Pilot Boat, Formosa



U.S.S. Philipine Sea

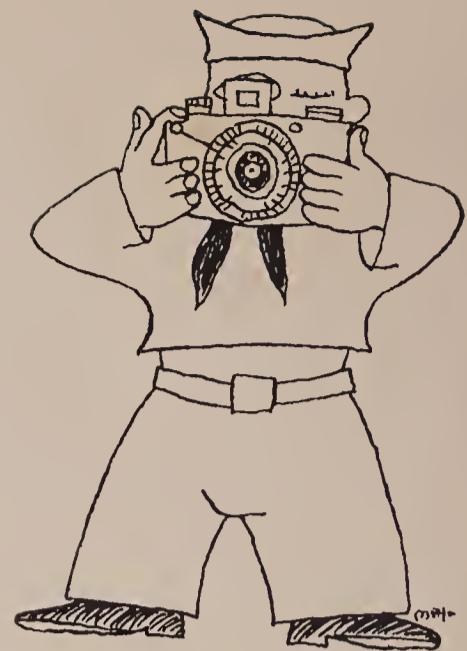
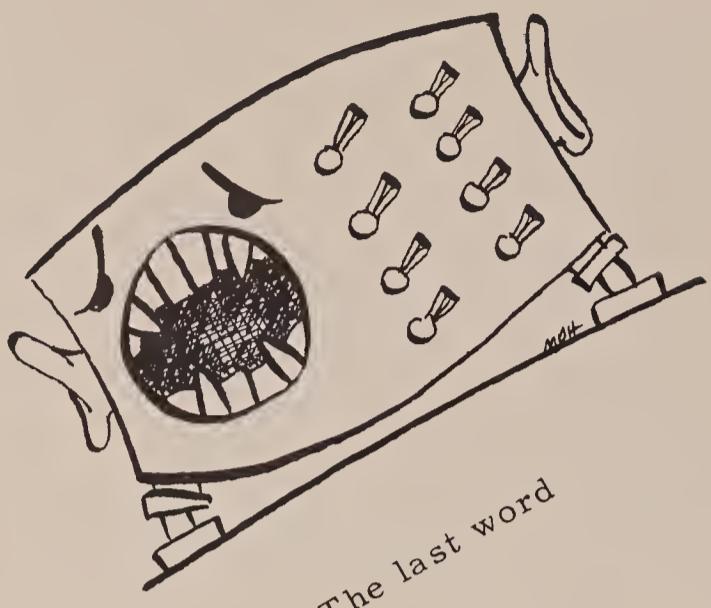


British cruiser, Sasebo, Japan

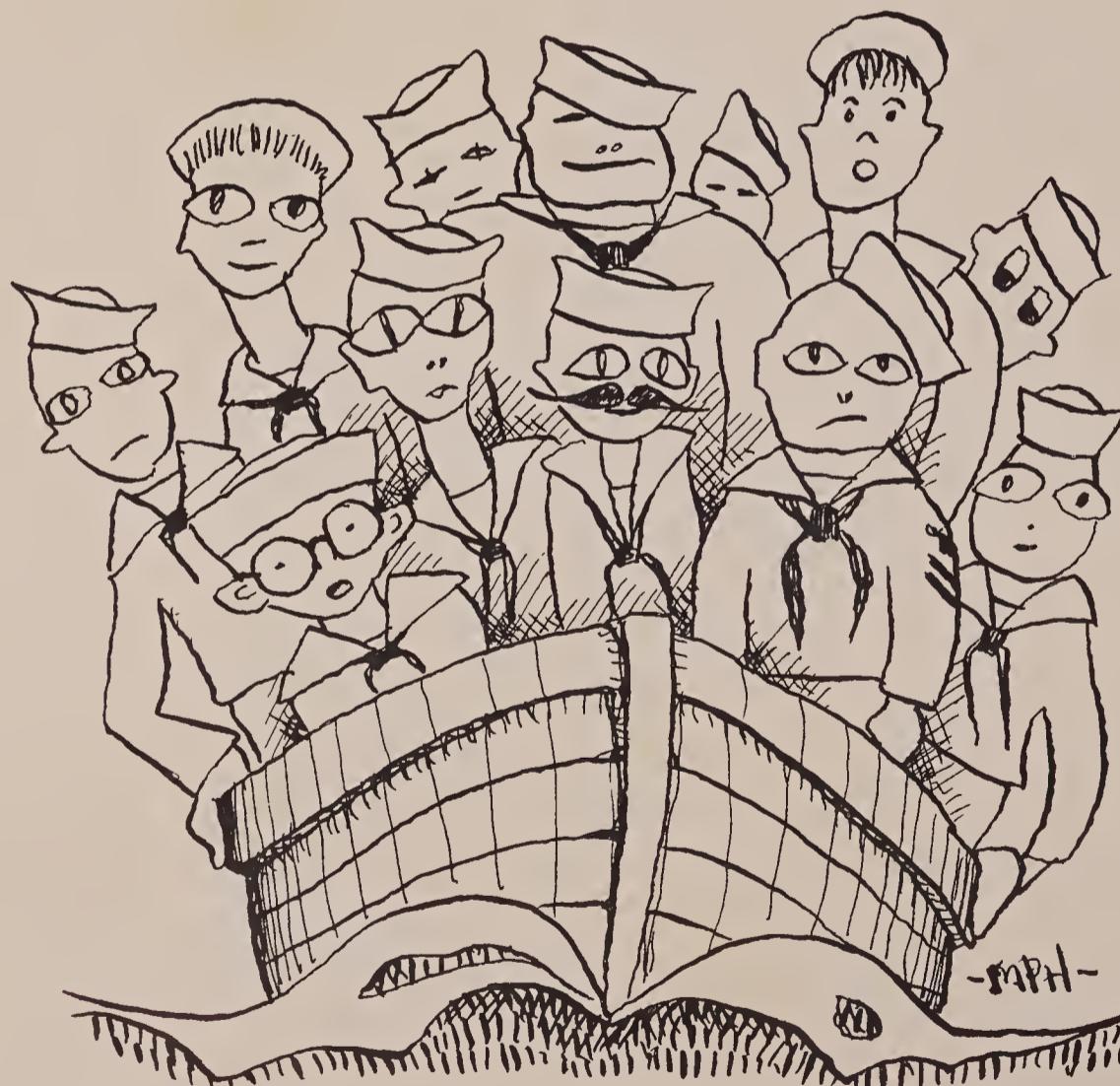




U. S. S. BROWN (DD-546)

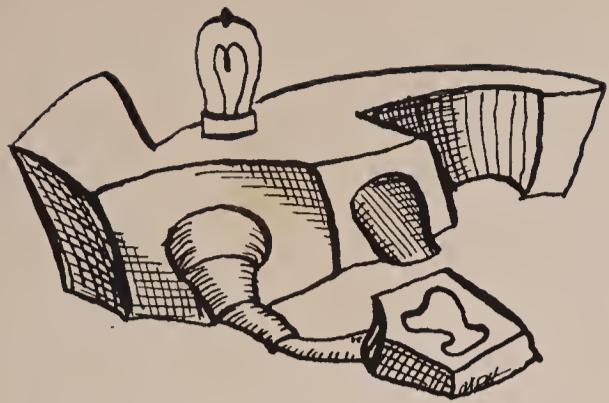


The slave driver



Yeh, whose dis?

Liberty boat

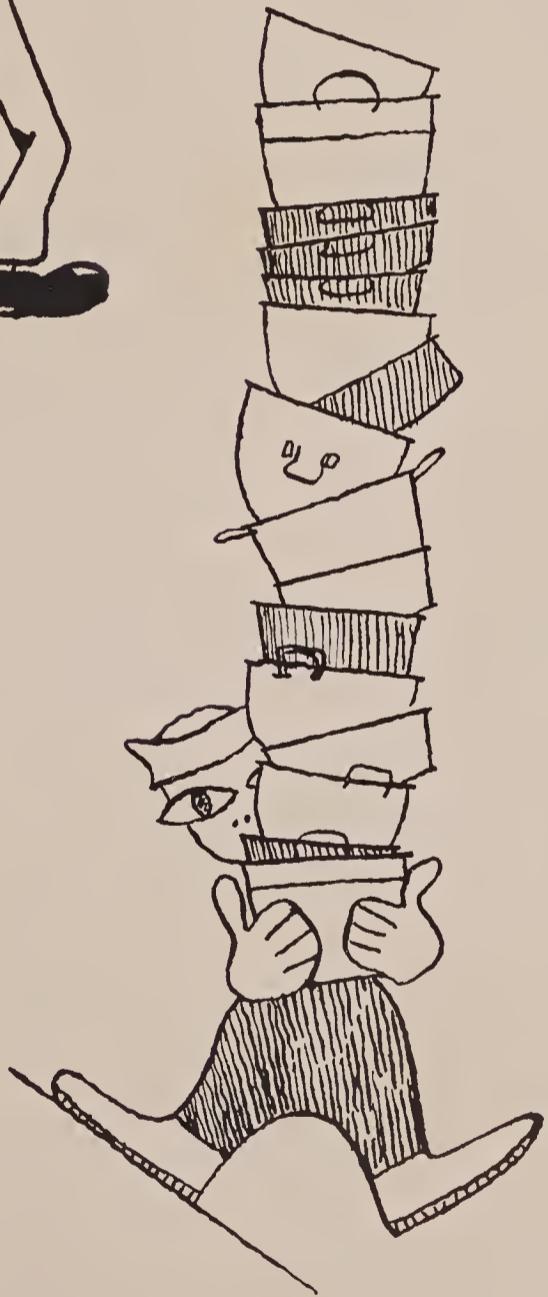
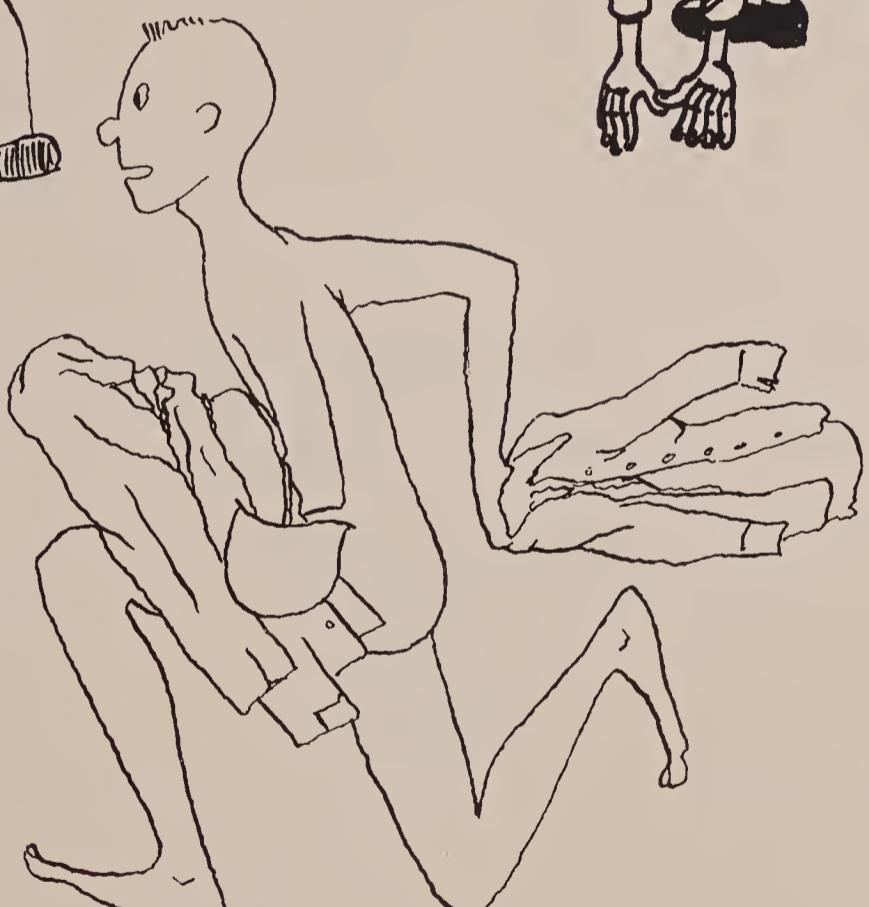


Mid-watch

Occupational hazard

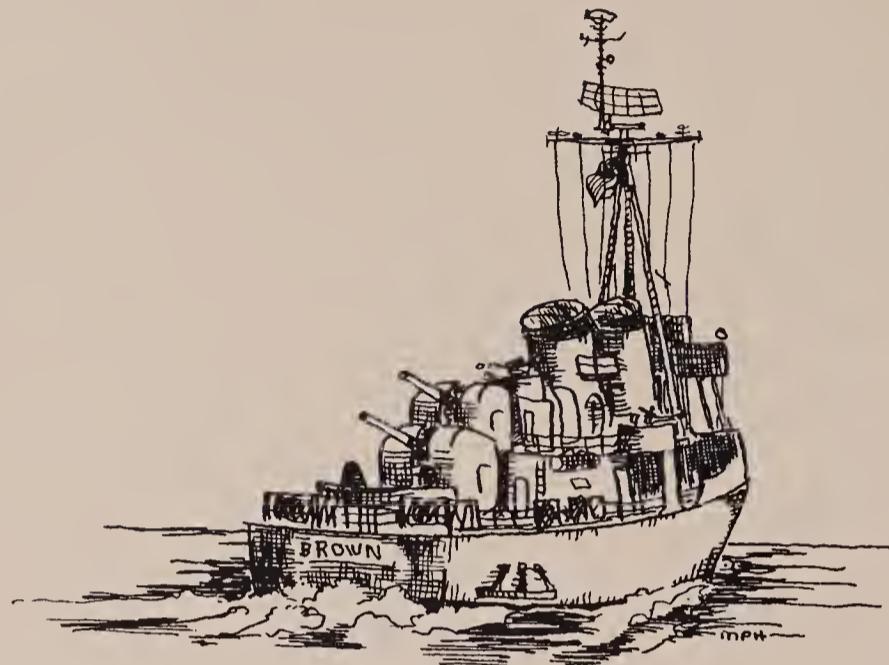


Submariner



"G.Q."

Why make two trips?



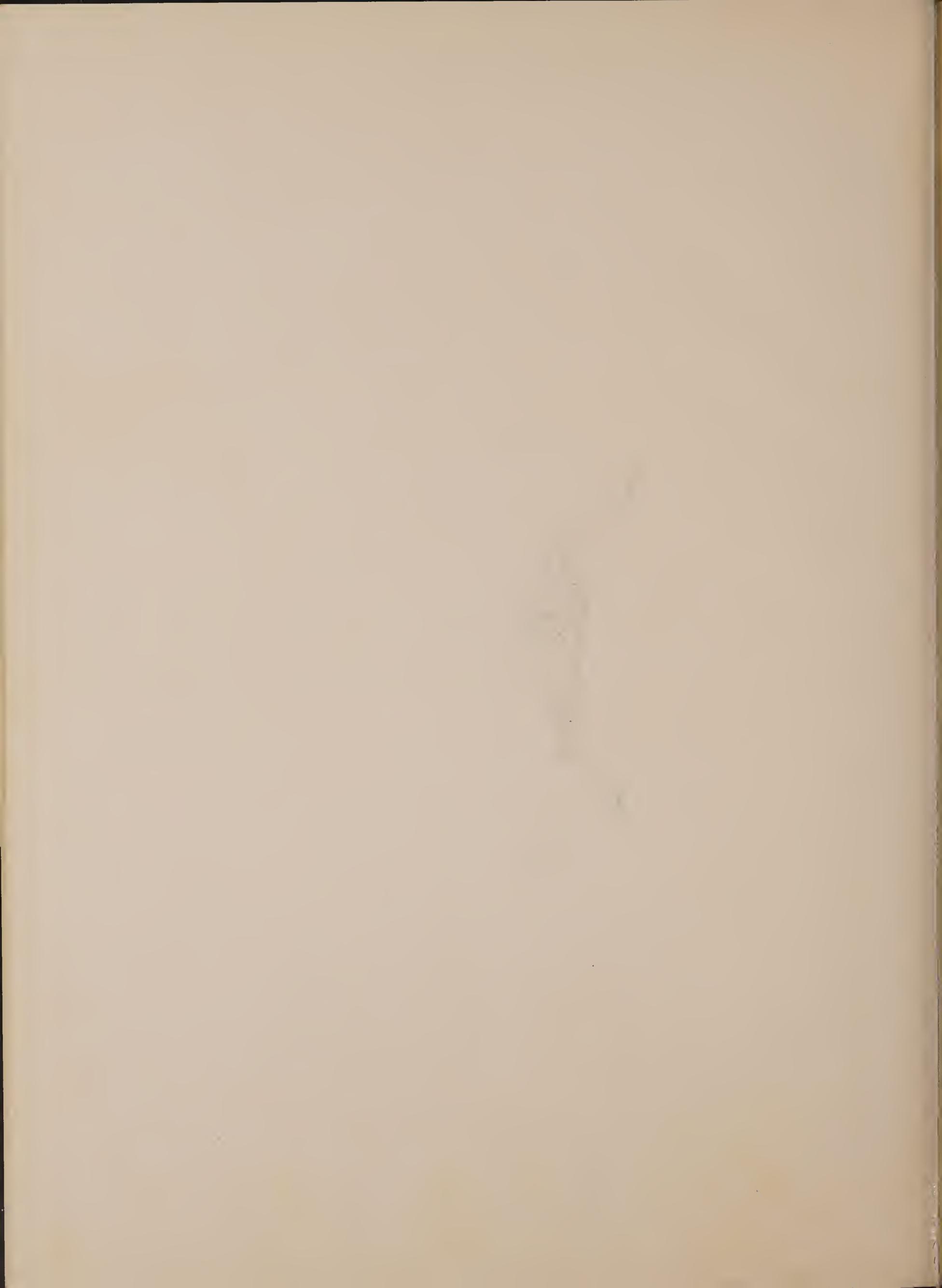
No, this isn't the end of the story of the Brown; this is just a pause before the next chapter is written. Who can tell what adventures lie ahead; what parts, what places will be seen?

The answer can only be told in years to come, but one fact is certain. Whatever the port, whatever the sea, whatever the task assigned, the U.S.S. Brown and the men who man her will do the best job possible, just as they have done in the past.











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